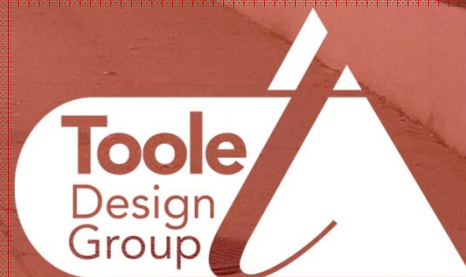




GATEWAY EAST BICYCLE FACILITIES

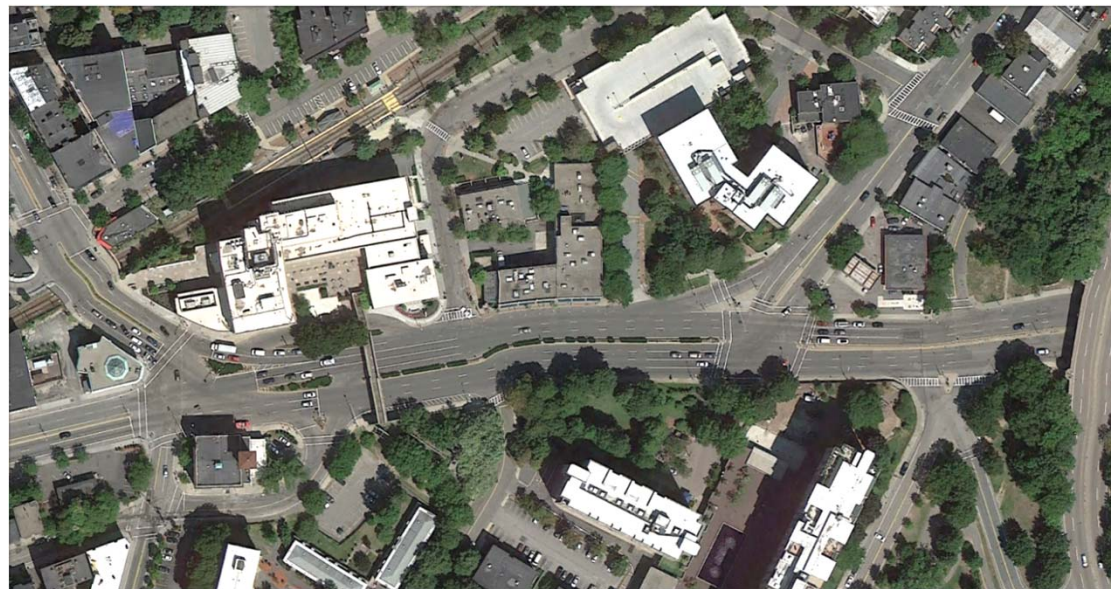
Alternatives Presentation
May 13, 2015



Outline



- Project Overview
- Context
- Alternative Concepts
- Preferred Alternative
- Next Steps





Project Goal

- Identify and evaluate alternatives for improved bicycle facilities
- Strike a balance between pedestrians, bicycles, vehicles, and buses in the corridor

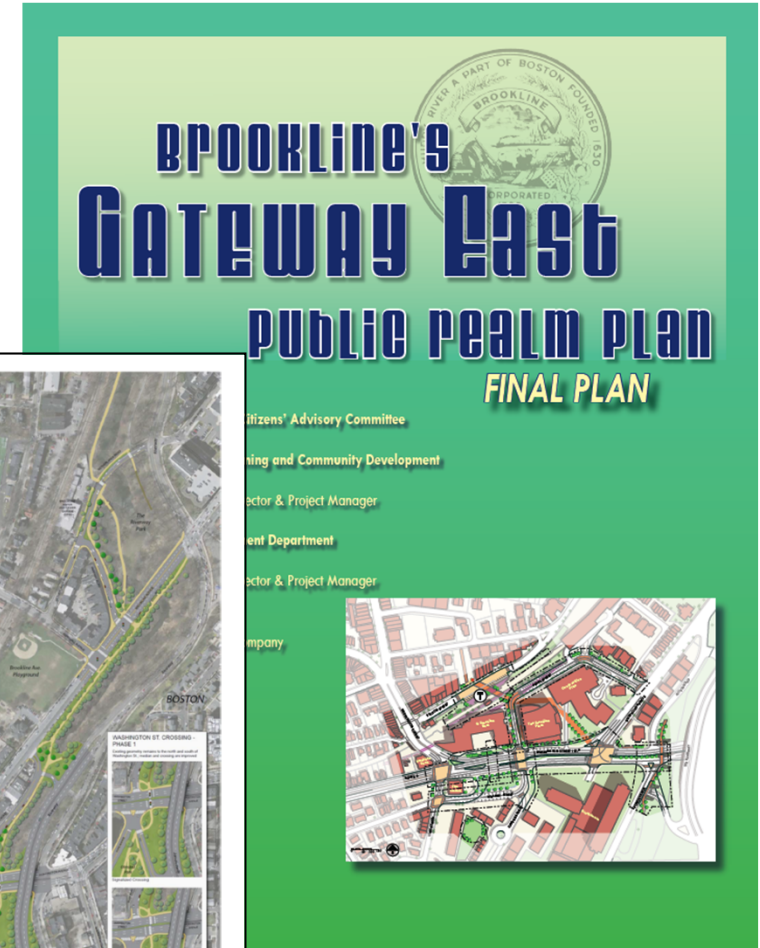
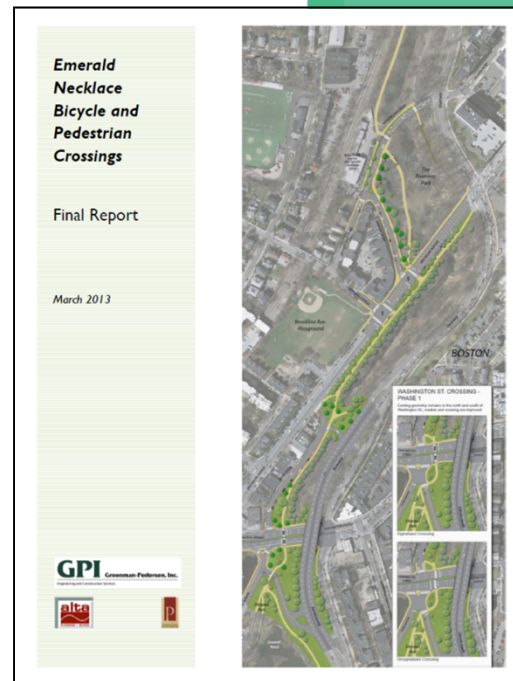
Project Outline

- Consider options for bicycle facilities
- Define and evaluate alternatives
- Identify a preferred alternative
- Resume 25% design

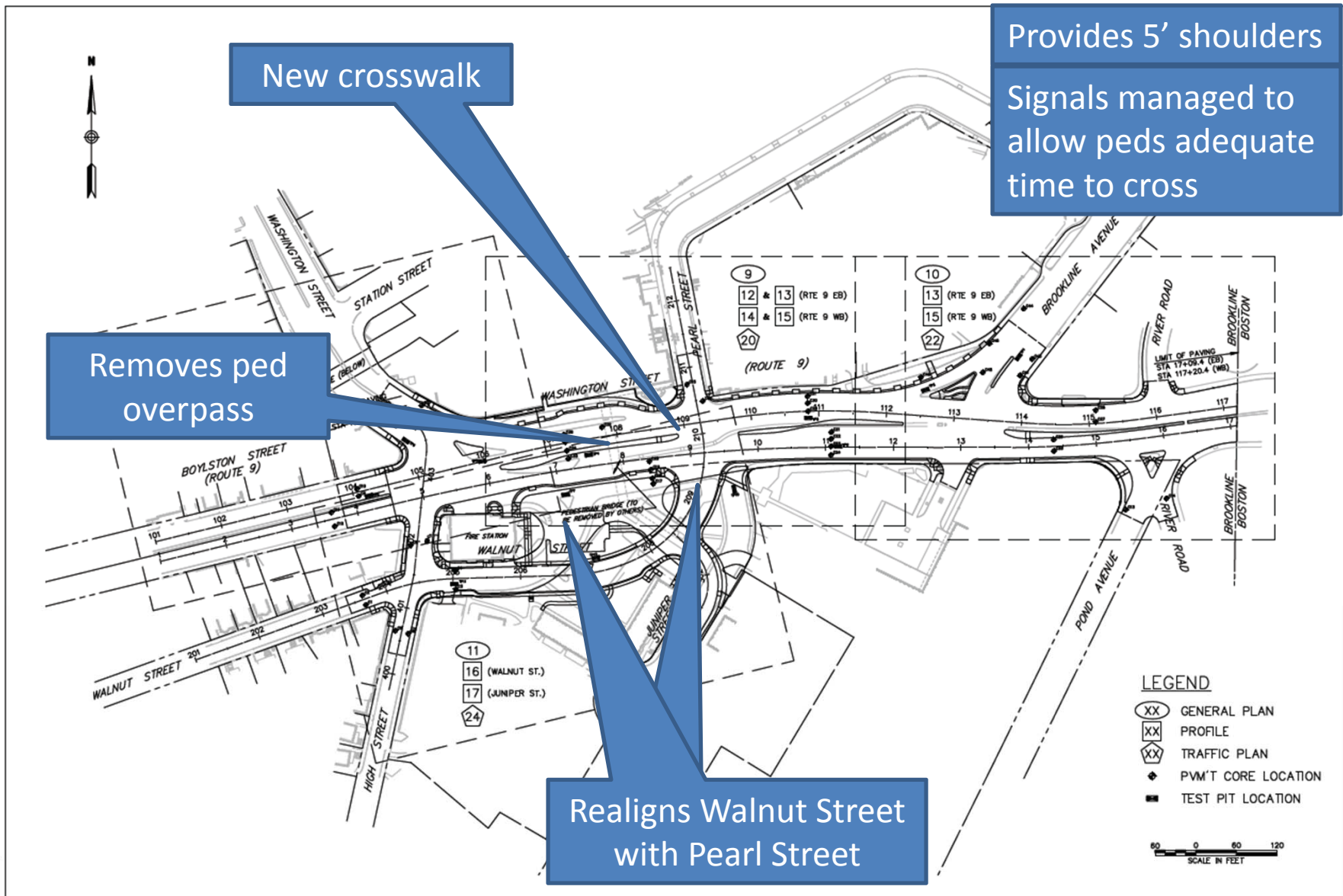
Project History/Context



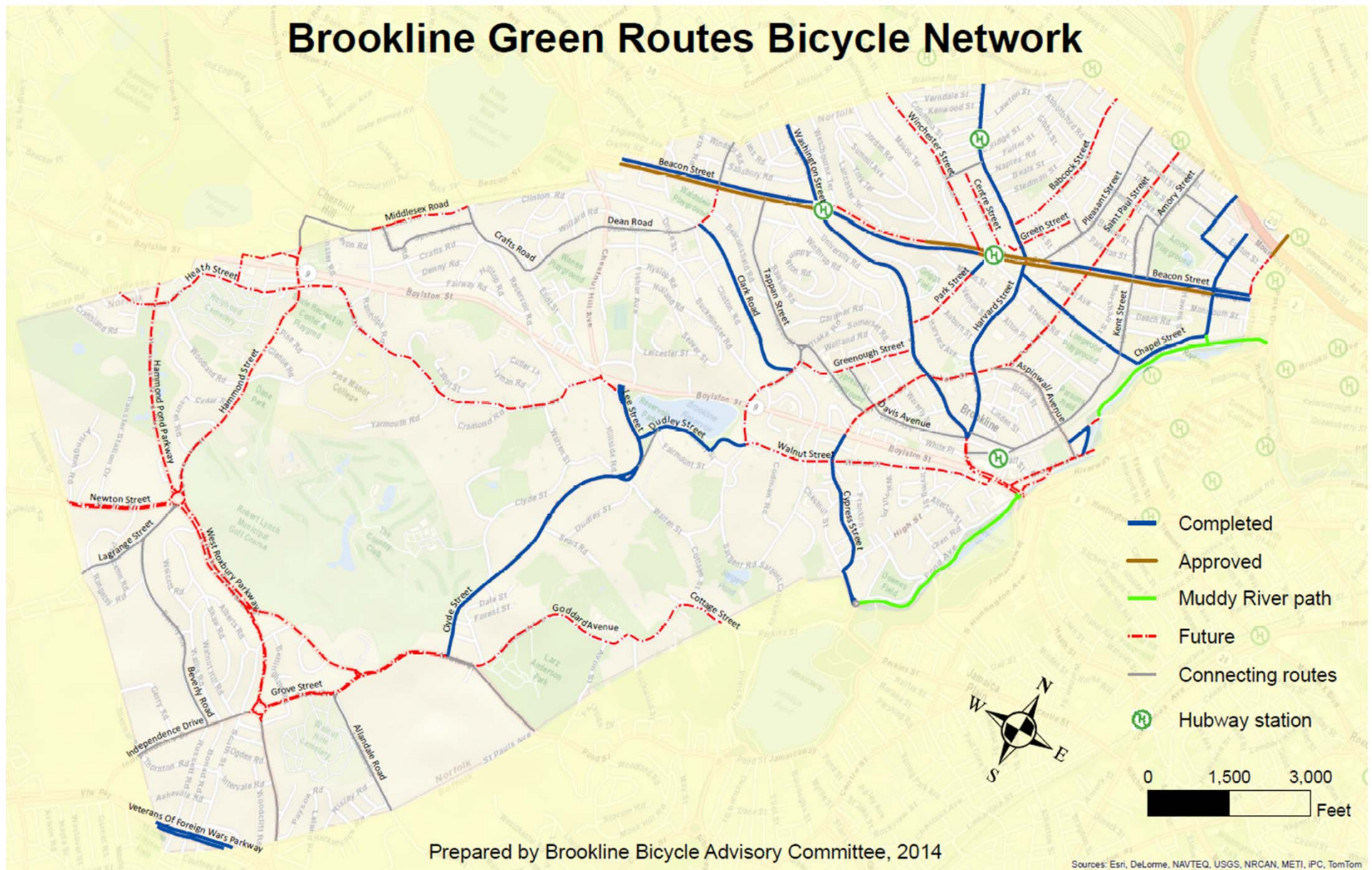
- Gateway East Public Realm Plan (2006)
- 25% Design (2012)
- Emerald Necklace Crossing (in progress)



25% Design Summary



Brookline Green Routes Bicycle Network

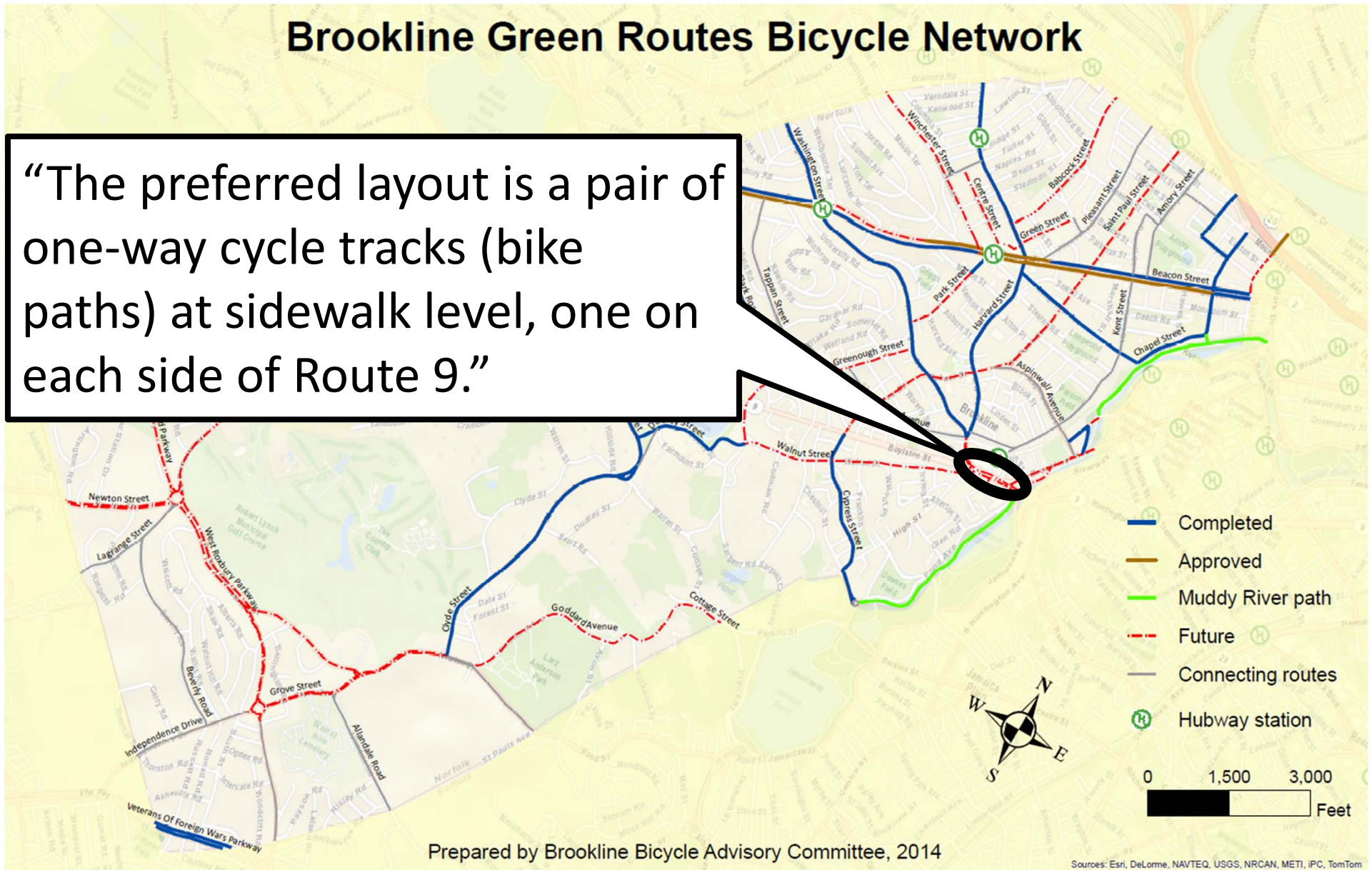


Prepared by Brookline Bicycle Advisory Committee, 2014

Sources: Esri, DeLorme, NAVTEQ, USGS, NRCAN, METI, IPC, TomTom

Brookline Green Routes Bicycle Network

“The preferred layout is a pair of one-way cycle tracks (bike paths) at sidewalk level, one on each side of Route 9.”



Public Process: 12/3/2014 meeting



- Brookline Bicycle Advisory Committee
- Boston Cyclists Union
- Brookline High School students
- Lincoln School parents
- Brookline Seniors
- Other residents

Cycle Tracks for Gateway East

Cynthia Snow
Brookline Bicycle Advisory Committee

Gateway East: Seniors

Town of Brookline, MA December 3, 2014



This is the person for whom we should design Gateway East. Women are the indicator species and senior women the best target. Bicycling should be fostered for climate change, traffic congestion reduction, health promotion, and economic development.

BAC



GATEWAY EAST - BIKE ACCOMMODATIONS
A PERSPECTIVE FROM LINCOLN SCHOOL PARENTS

Public Process: 12/3/2014 meeting



- Brookline Bicycle Advisory Committee
- Boston Cyclists Union
- Brookline High School students
- Lincoln School parents
- Brookline Seniors
- Other residents

Cycle Tracks for Gateway East

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Gateway East: Seniors

Town of Brookline, MA December 3, 2014



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BAC

Strong interest in separated bicycle facility

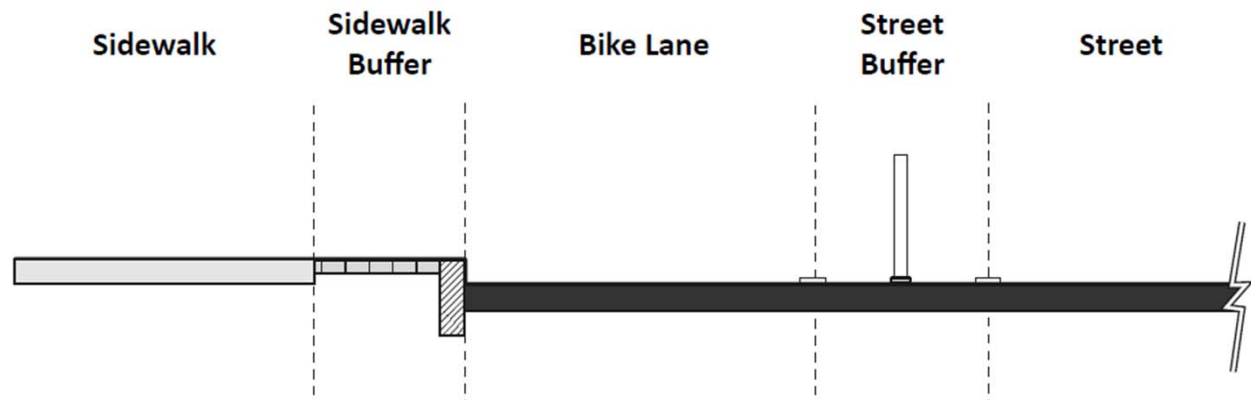
GATEWAY EAST - BIKE ACCOMMODATIONS
A PERSPECTIVE FROM LINCOLN SCHOOL PARENTS

3 Alternatives

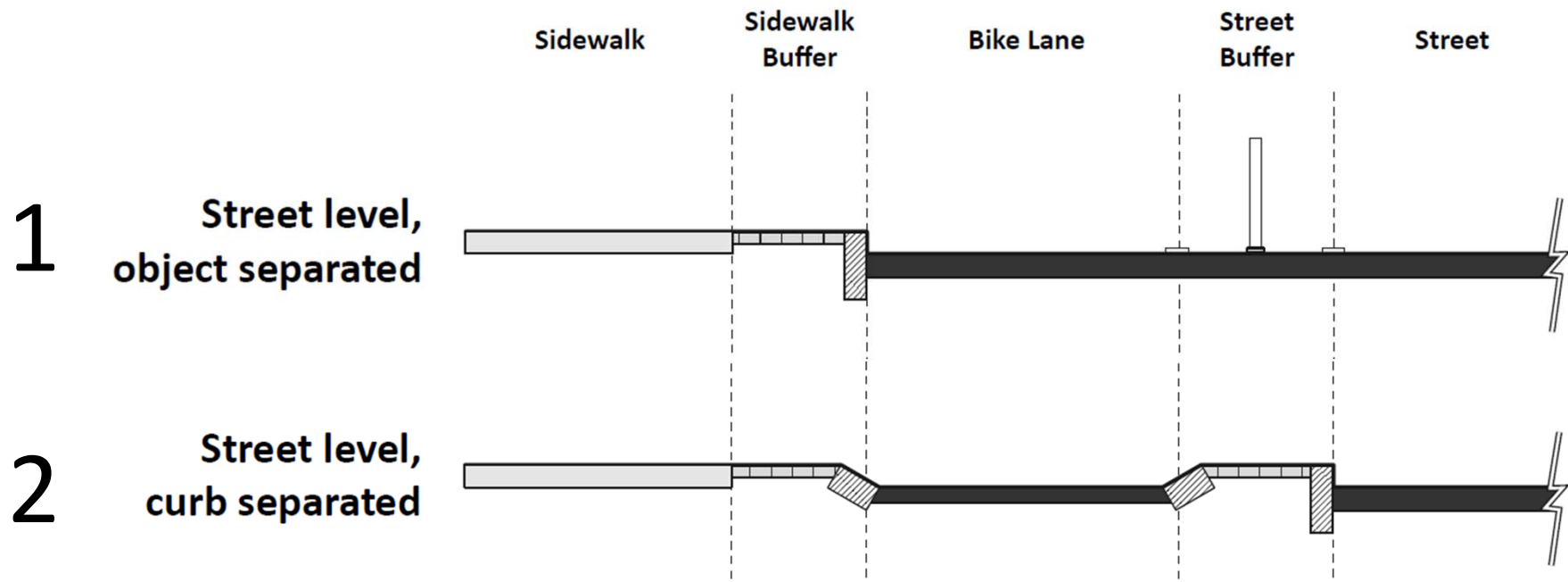


1

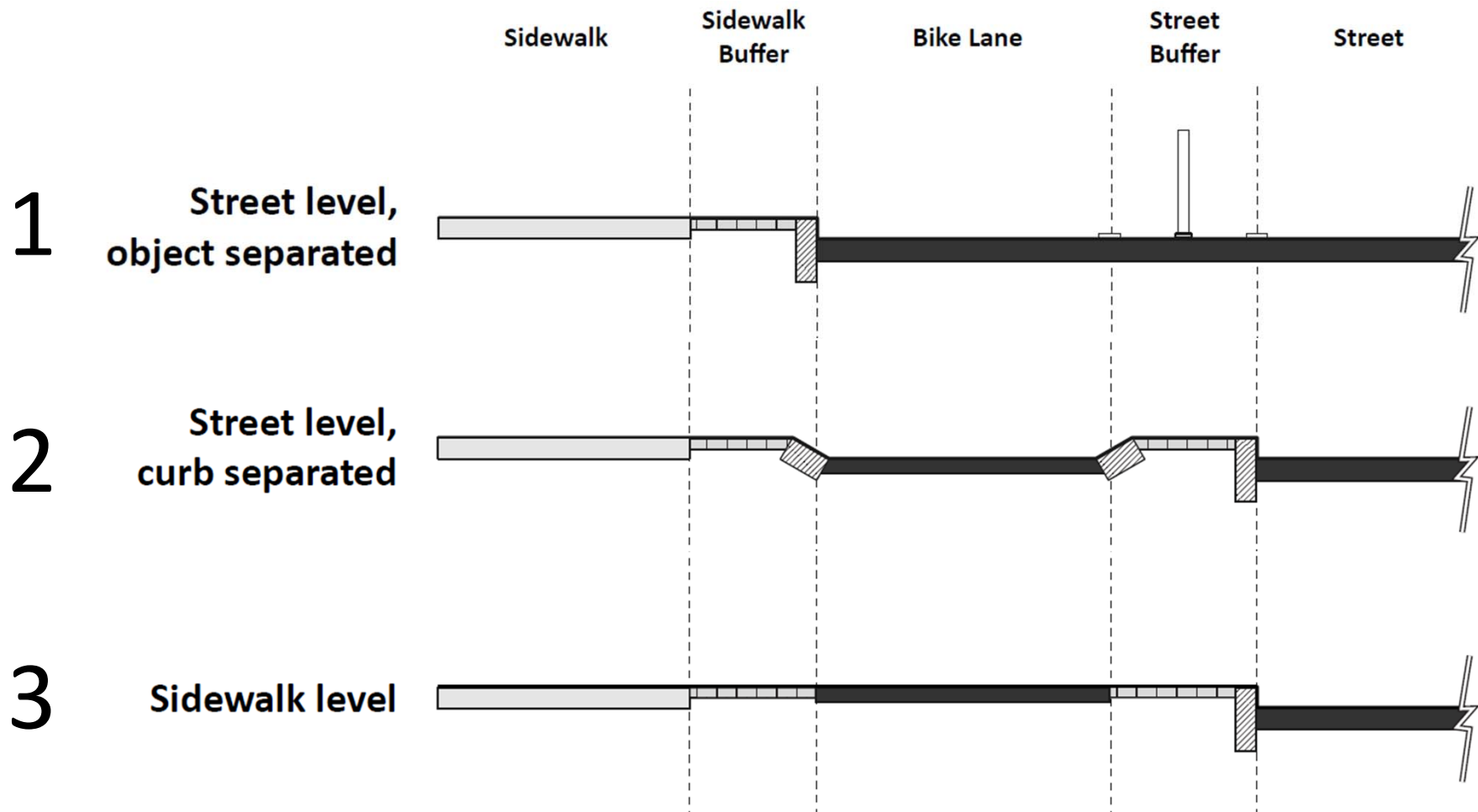
Street level,
object separated



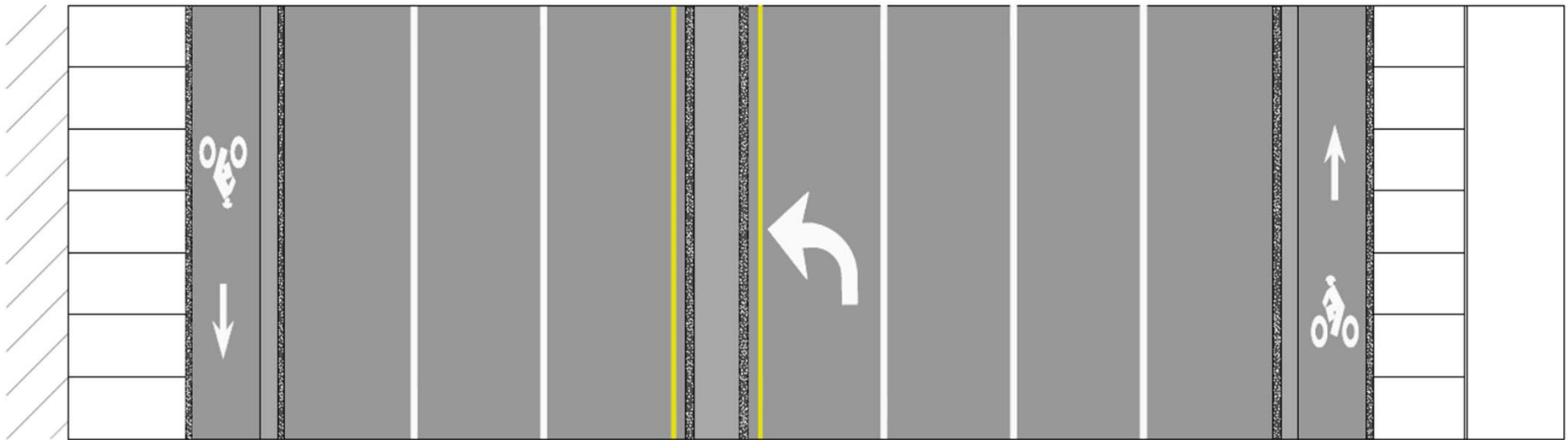
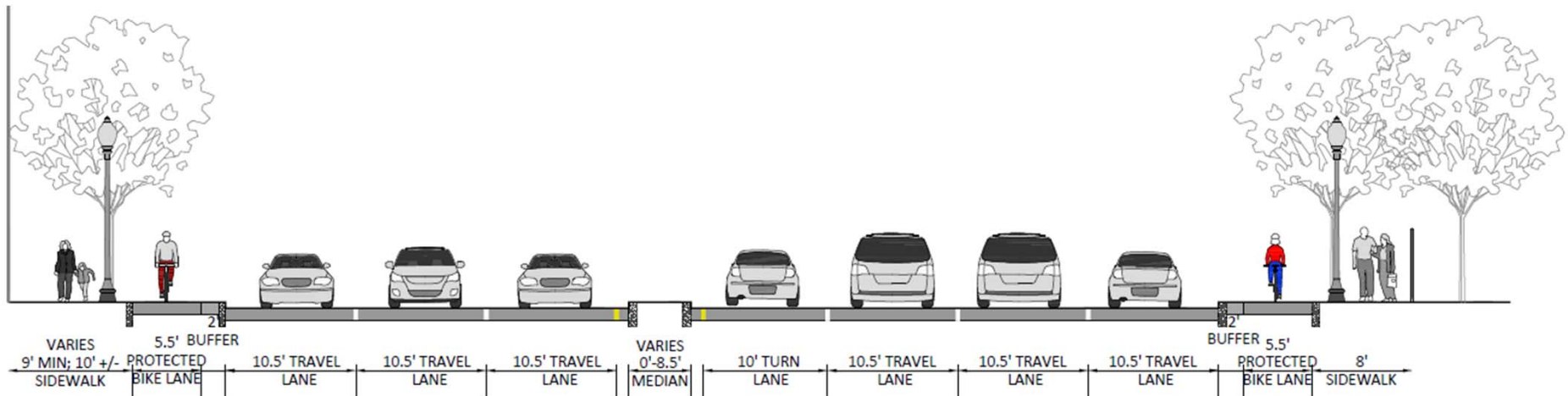
3 Alternatives



Alternative Buffer Types



Preferred Alternative: Sidewalk Level



Section shown is immediately east of Pearl Street

Preferred Alternative: Sidewalk level



Preferred Alternative (West)



MATCH LINE

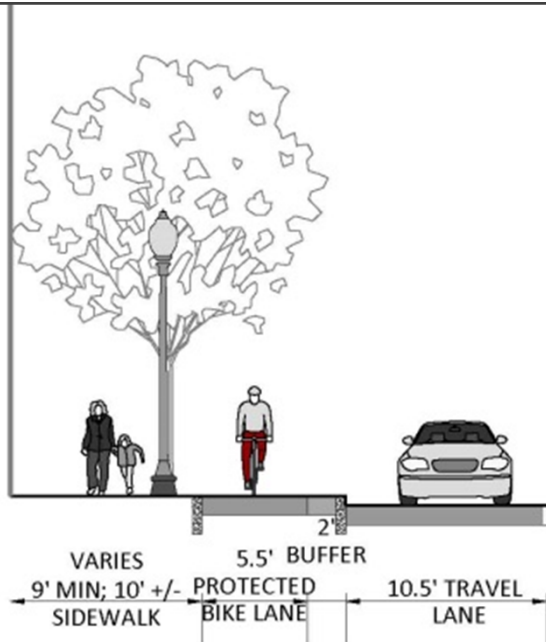
Preferred Alternative (East)



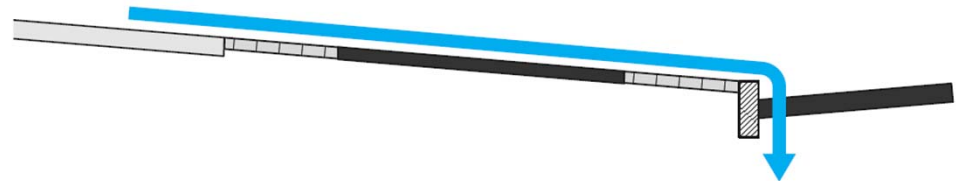
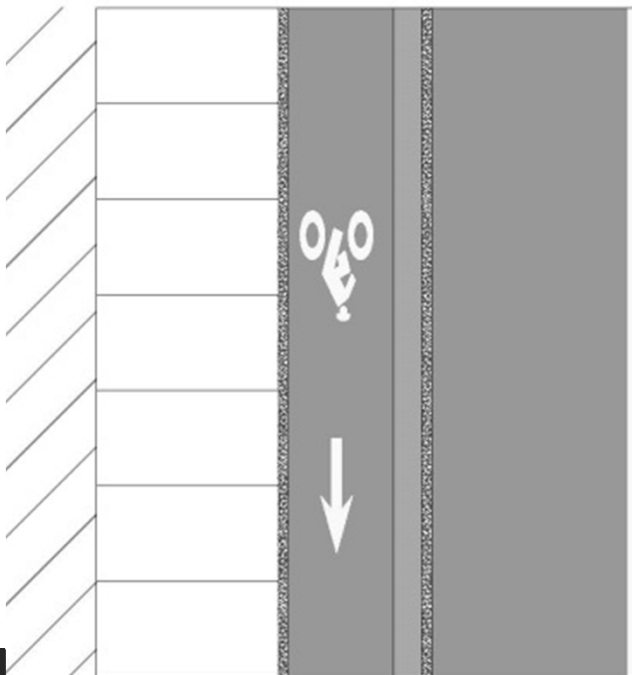
MATCH LINE



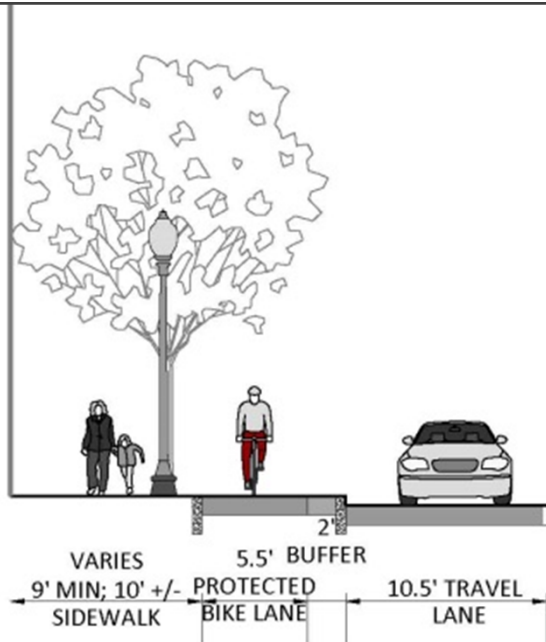
Sidewalk Level



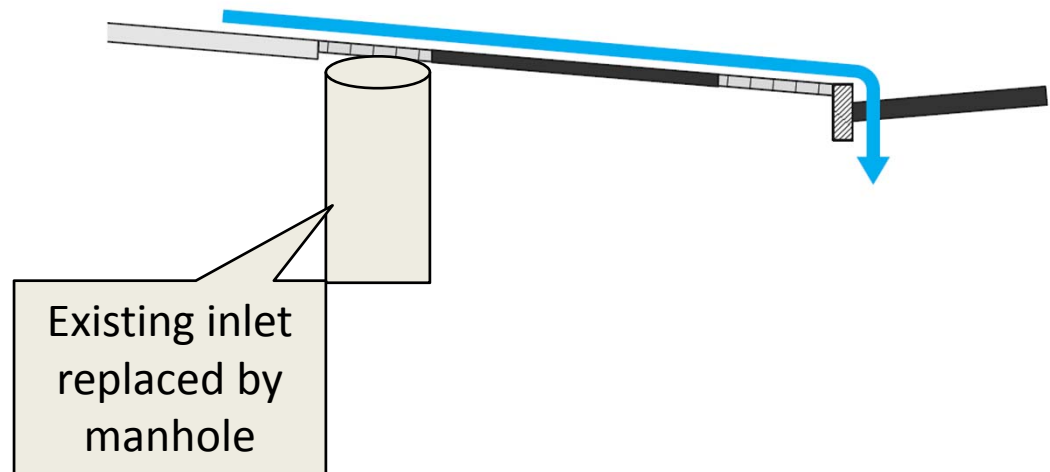
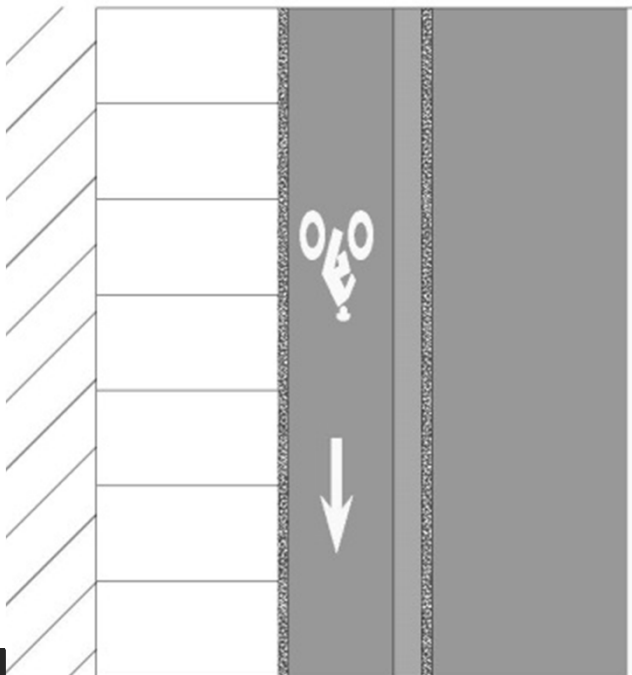
- Best accommodation for people riding bicycles due to effective width
- Highest cost
- Potential for bike-ped conflicts
- Requires modification to existing drainage structures



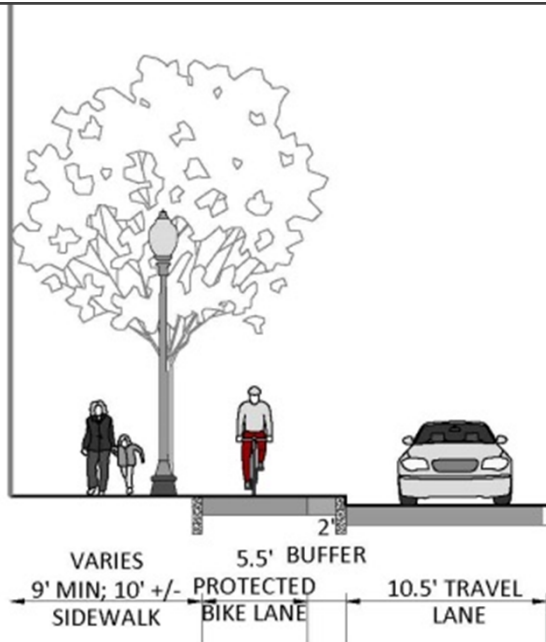
Sidewalk Level



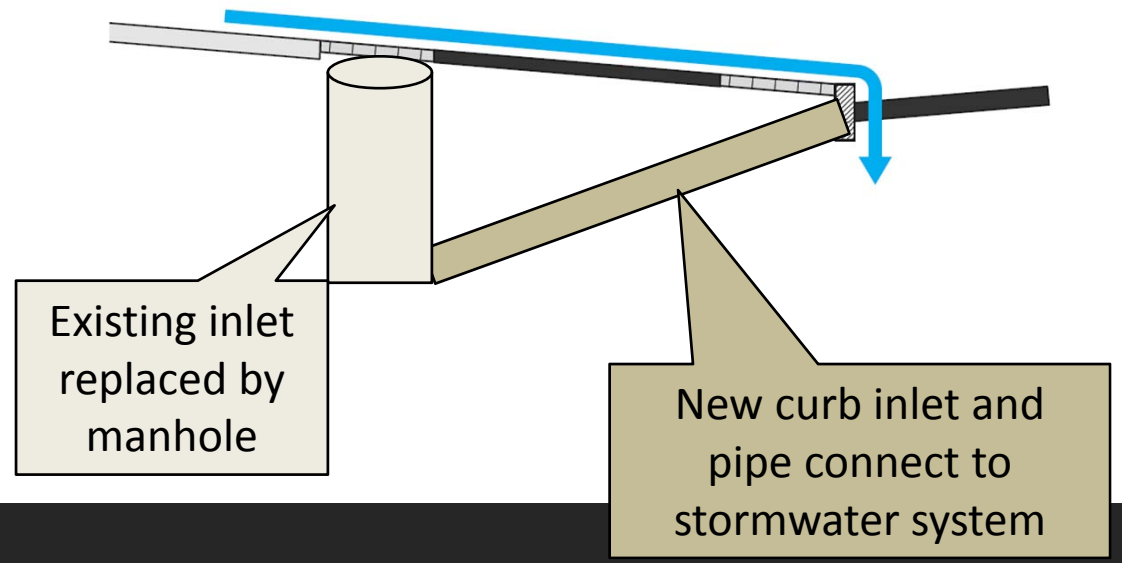
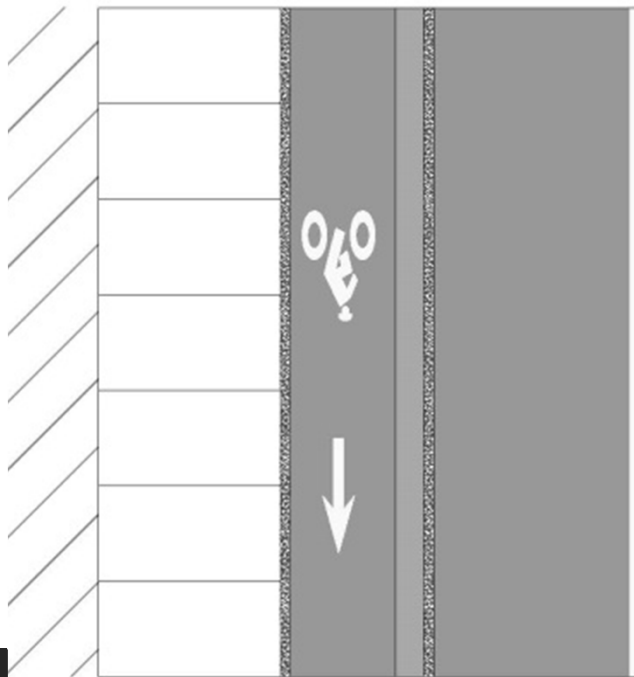
- Best accommodation for people riding bicycles due to effective width
- Highest cost
- Potential for bike-ped conflicts
- Requires modification to existing drainage structures



Sidewalk Level



- Best accommodation for people riding bicycles due to effective width
- Highest cost
- Potential for bike-ped conflicts
- Requires modification to existing drainage structures





Additional Design Elements

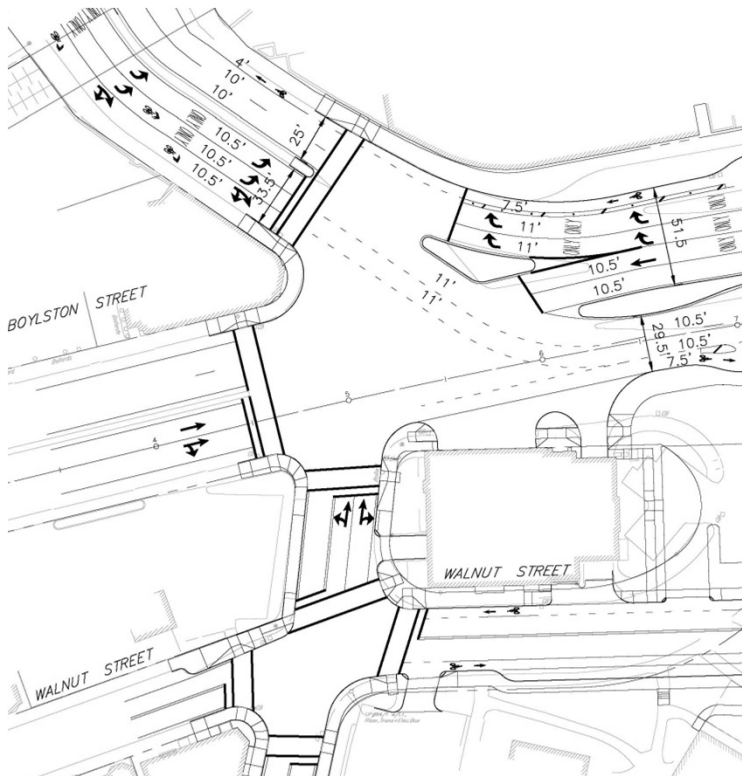




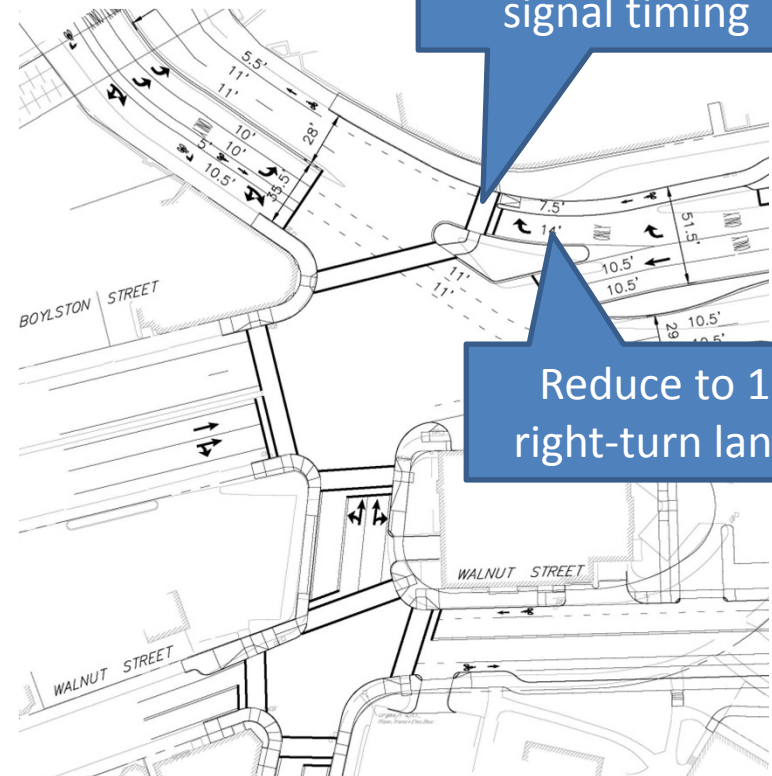
Washington Street Intersection



Current crosswalks & lanes



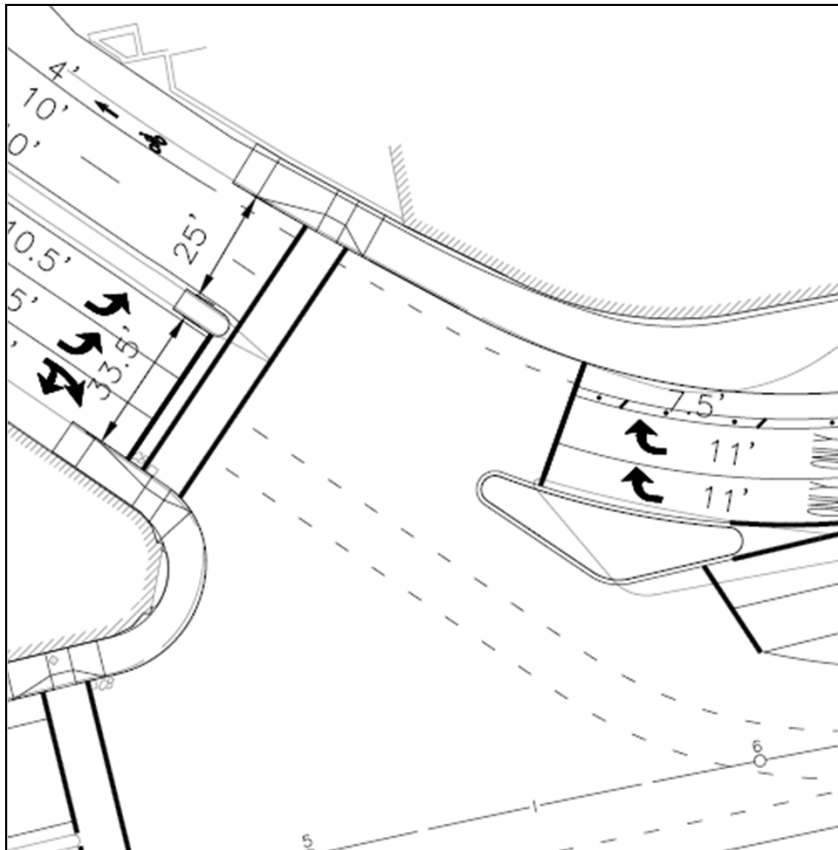
Proposed



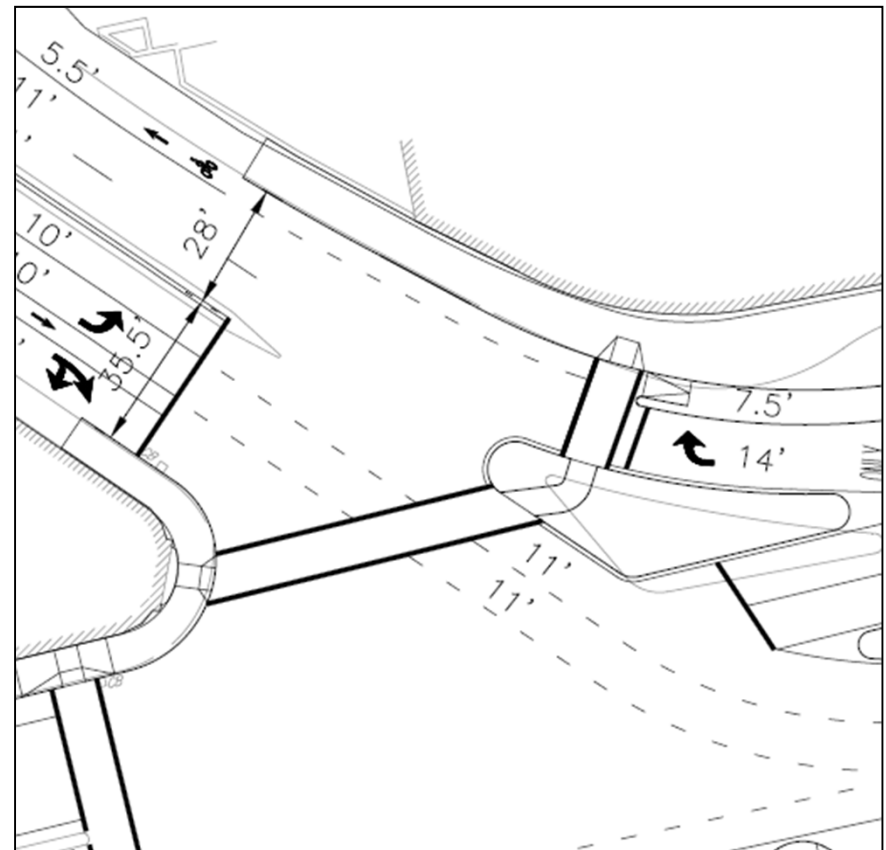
Realigned Crosswalk at Washington St/Rte 9



Current Crosswalk Alignment



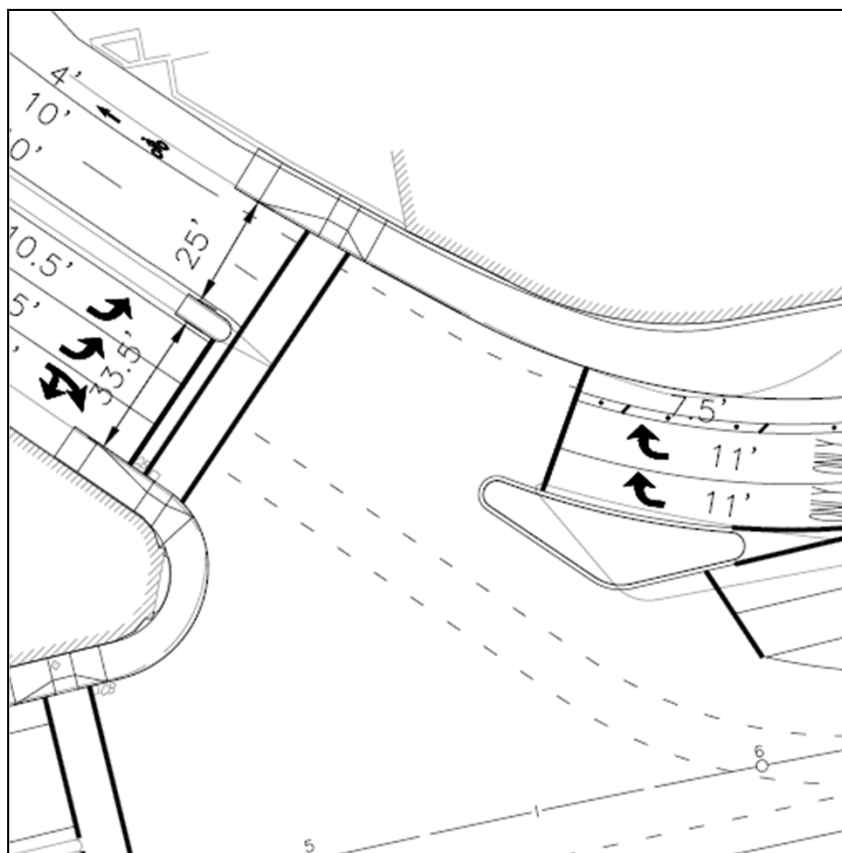
Proposed Crosswalk Alignment



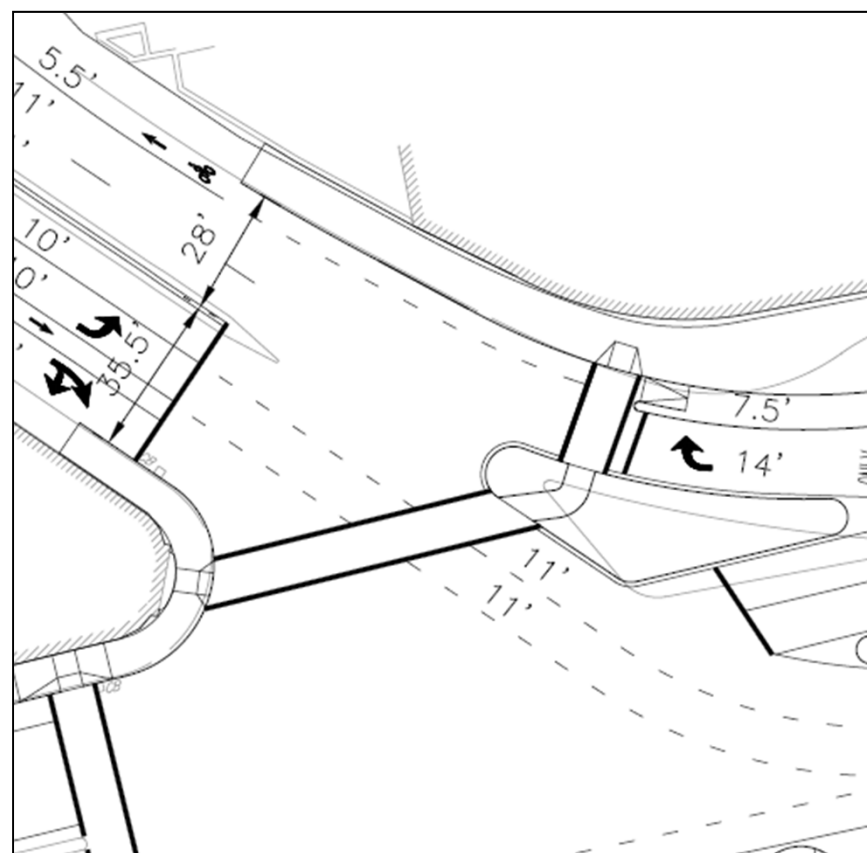
Single Right-Turn Lane at Washington St/Rte 9



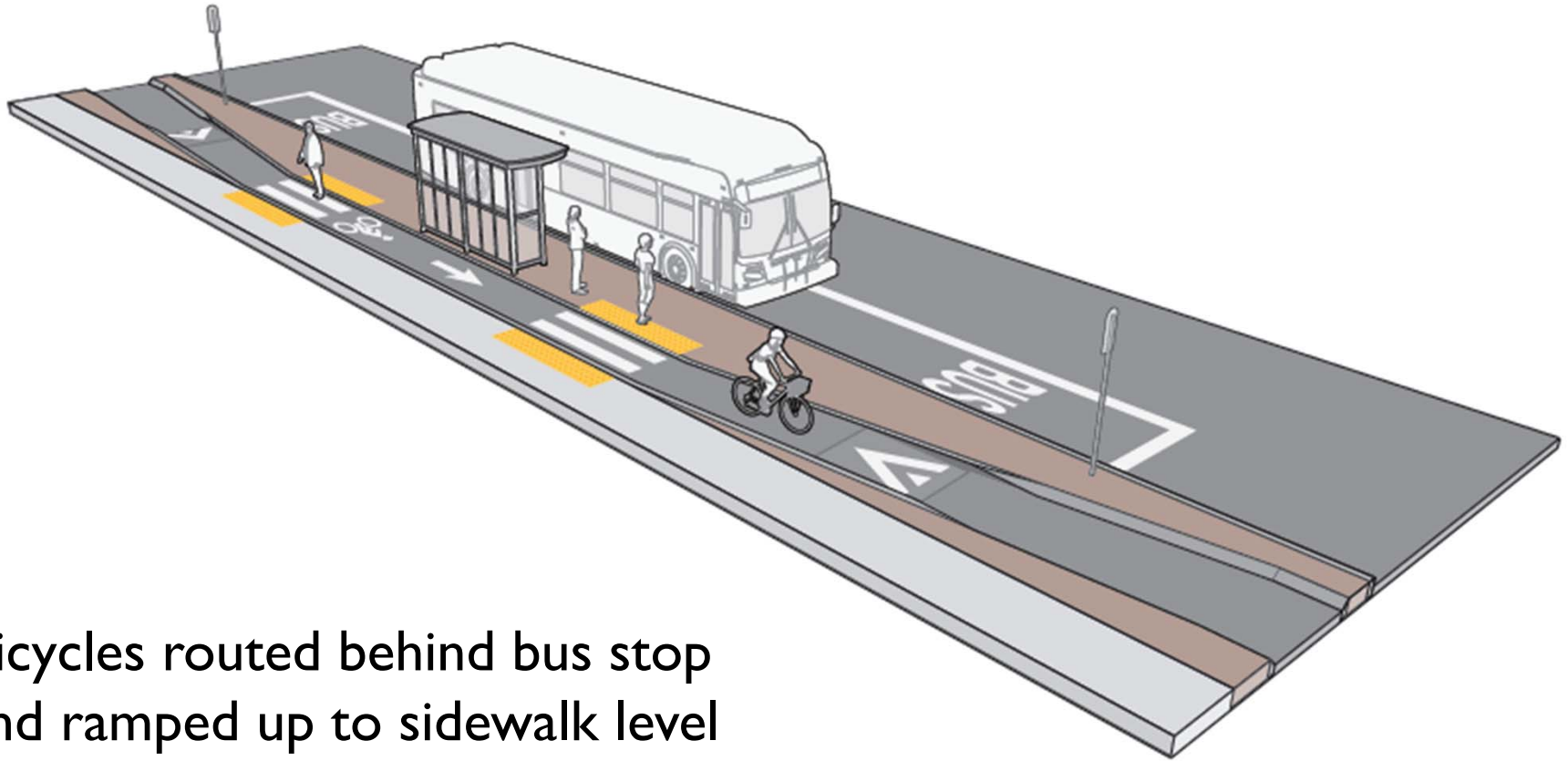
Double Right Turn



Single Right Turn



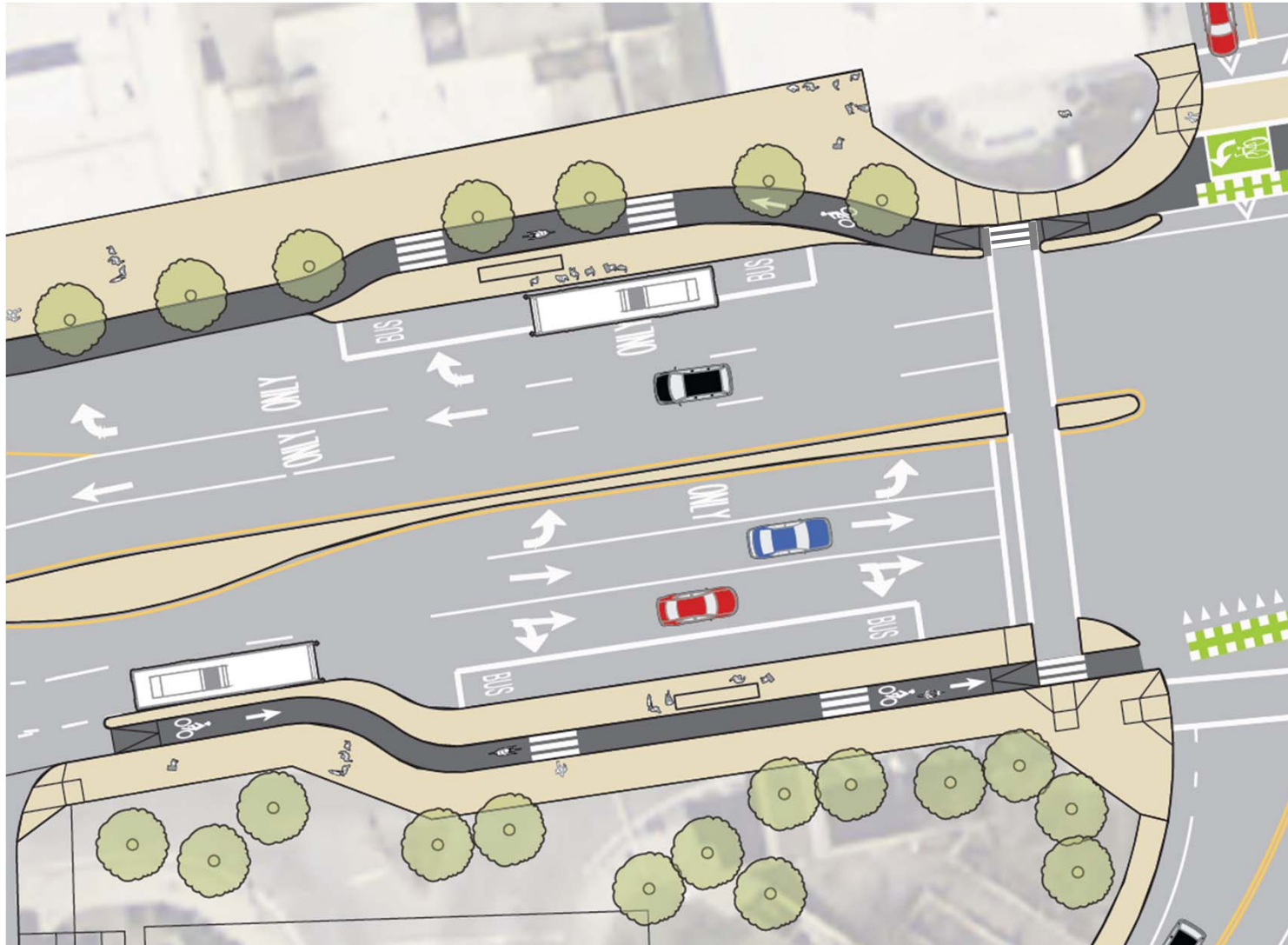
Bus Stop Treatment



- Bicycles routed behind bus stop and ramped up to sidewalk level
- Bus passengers cross bike lane

Typical example; final design will vary somewhat to meet specific site needs

Bus Stop Treatment

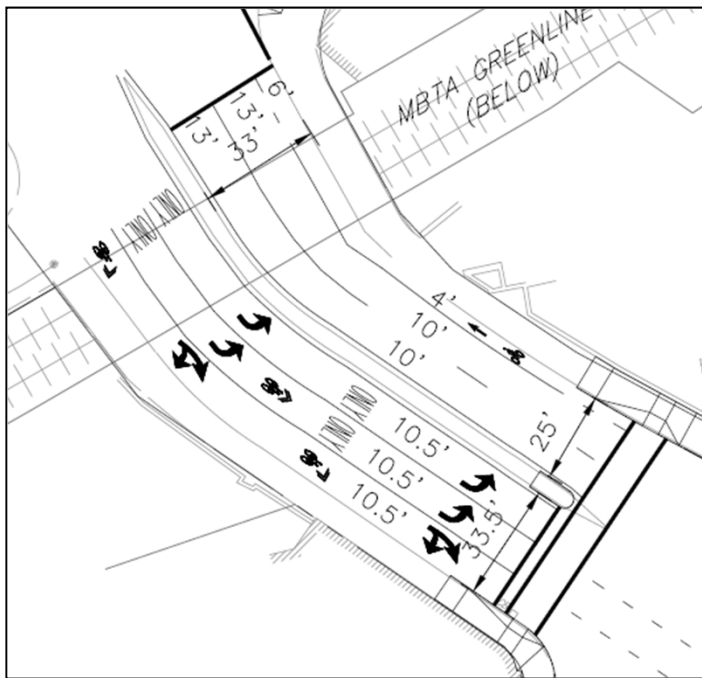


Removing Washington St. Median

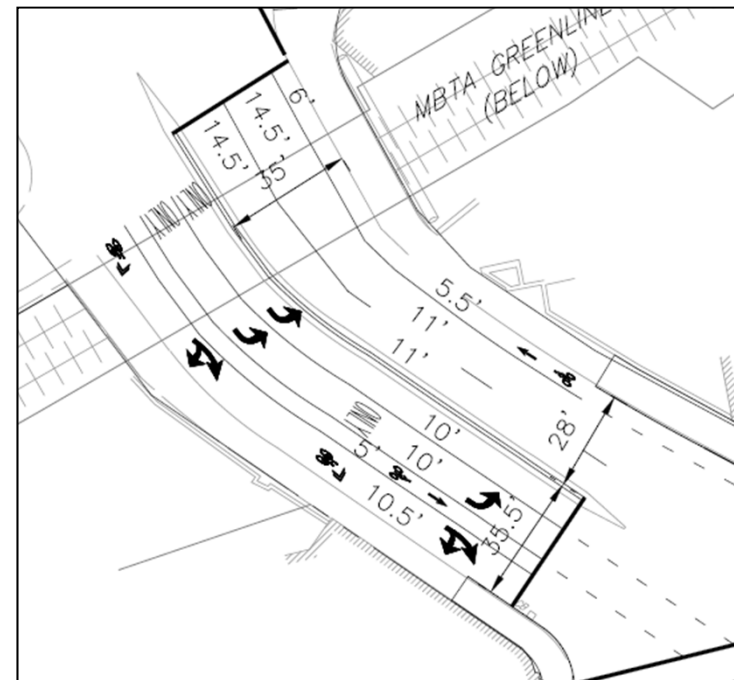


- Allows for southbound bike lane
- Allows for wider northbound bike lane
- Allows for wider travel lanes

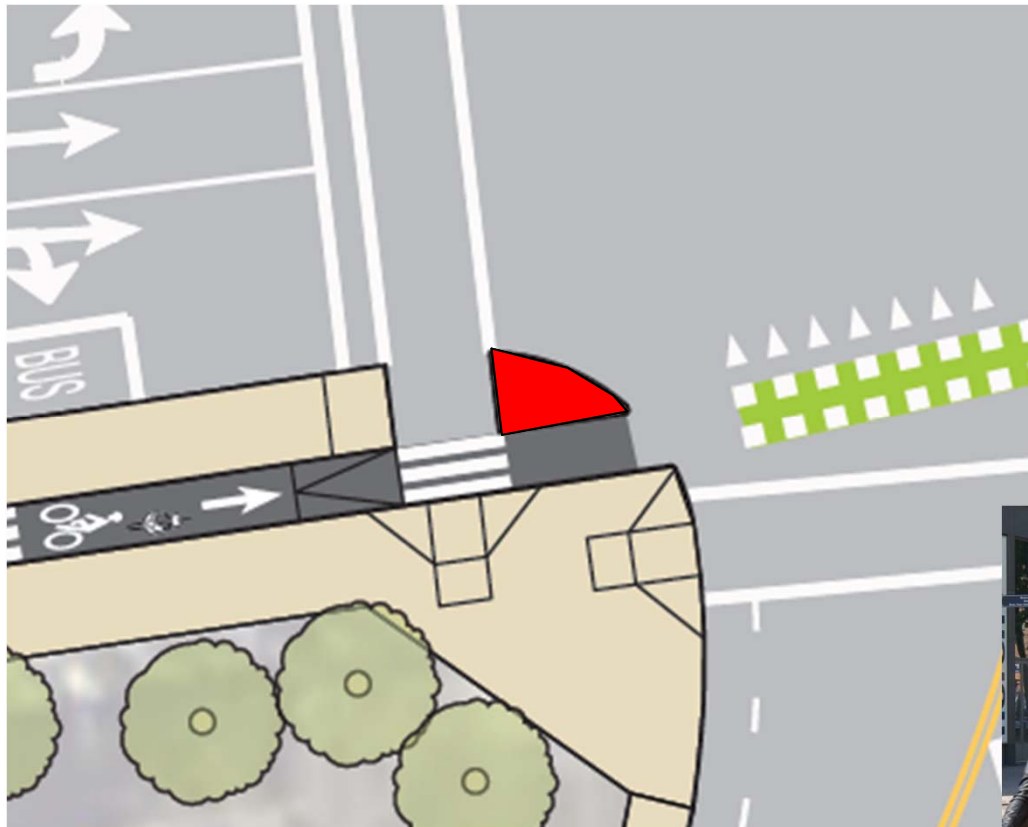
Keep median



Remove median



Corner Treatment



Conclusions



- All alternatives provide a separated option to improve bicycling in the corridor (compared to the 25% design)
- The concept includes:
 - Floating bus stop
 - Realigning the crosswalk at Washington Street/Route 9
 - Reducing the WB turn lanes from 2 to 1
 - Removing the median on Washington Street
 - Corner treatment

Next Steps



- Submit preferred alternative to Brookline Transportation Board and Selectmen for approval
- Submit supplemental 25% design and Design Exception to MassDOT for review and approval